

HIGH - FSZ
EARLY COMPLETION

Evaluation Criteria — Completing the Project quickly and efficiently

Edit	Facts	Edit	Significant Strengths	Minor Strengths	Minor Weaknesses	Significant Weaknesses
	<div><div></div><div>Project Completion December 5, 2013 Segment 4: I-15 Mainline from Lehi Main to Geneva Road completed by Oct. 5, 2011 Segment 3: I-15 Mainline from University Parkway to Geneva Road completed by Nov. 5, 2013. 379 days ahead of schedule.</div></div>		<div><div></div><div><ul style="list-style-type: none">• Project Completion by December 5, 2013, which is more than 12 months prior to the Department’s “no later than” completion date of December 19, 2014.• Developed key usable portions of the Project to efficiently sequence Work and minimize the time spent constructing the Project.</div></div>	<div><div></div><div><ul style="list-style-type: none">• Committed to use of SPMT technology at 13 locations which will quickly and efficiently replace structures while maximizing regional mobility.</div></div>		

USABLE SEGMENTS



Evaluation Criteria — Completion of Segments that improve regional mobility and provide major regional arterial connectivity

Edit	Facts	Edit	Significant Strengths	Minor Strengths	Minor Weaknesses	Significant Weaknesses
	<div><div></div><div><p>Segments described as “MOT Sections.” In order, north to south, they are:</p><ol style="list-style-type: none">1. MOT Section 4: Lehi Main to 400 North (plus the Geneva Road improvements)2. MOT Section 3: 400N in Orem to 400S in Orem (just south of University Pkwy)3. MOT Section 2: 400 South in Orem to 600 South in Provo.4. MOT Section 1: 600 South in Provo to just South of 2700 North in Springville.5. MOT Section 6A: Just South of 2700 North to south of Spanish Fork Main.<p>Segment start and completion dates (completed for use by public) chronologically by completion dates:</p><ol style="list-style-type: none">1. MOT Section 4: 02/10 to 10/05/11.2. MOT Section 1: Summer 2010 to 07/13/12.3. MOT Section 2: 02/10 to 05/15/134. MOT Section 6A: 07/2010 to 06/01/13.5. MOT Section 3: 06/10 to 11/05/13.<p>Regional Mobility Narrative [pages 3-91 to 3-96]</p><ol style="list-style-type: none">1. Section 4: Starting in this area first because of belief that doing so would allow addressing regional mobility needs more rapidly. Reconstructing Geneva Road to serve as alternate traffic route for both local and I-15 travelers when Section 3 is under construction. ABC techniques for bridge reconstruction to minimize durations.2. Section 3: Phase I construction (westbound University Pkwy, westbound to northbound flyover, College Drive connection to NB I-15, pedestrian tunnel, and westbound portion of tunnel to College Drive) will begin after commencement ceremonies at UVU. Providing a temporary ramp connection from College Drive to the northbound on-ramp. Providing a temporary ramp from 200S to northbound I-15. Geneva Road improvements built with Section 4 expected to mitigate lane reductions when mainline construction begins in this Section. ABC techniques for bridge reconstruction to minimize durations. Coordinated paving operations on mainline with reconstruction of interchanges in an effort to minimize inconvenience.3. Section 2: Performing work on NB I-15 first. In order to keep Provo Center Street open while the interchange is reconstructed, the proposed split diamond interchange will be constructed in halves, starting with the south half with ABC techniques to expedite and temporary access ramps to maintain access to Provo Center Street.4. Section 1: Performing work on NB I-15 first. ABC techniques for replacement of 2700N in Springville. Maintaining full use of all interchanges while reconstructing mainline.5. Section 6: Begin with reconstruction of southbound mainline to Spanish Fork Main Street and the US6 southbound on- and off-ramps. Utilizing ABC techniques for the reconstruction of southbound US6 off-ramp over I-15. Completion of Phase 2 of this Section (heaviest construction) coincides with completion of Section 1, which will allow four travel lanes in each direction between US6 and University Avenue. When reconstructing northbound mainline from southern project limit to US6, providing temporary northbound off-ramp to US6 to min durations of the required ramp closures.</div></div>		<div><div></div><div><ul style="list-style-type: none">• The first delivered segment, which includes I-15 Mainline from Lehi Main to Geneva Road, is completed for public use by October 5, 2011, (20 months) which is very early completion of the highest traffic volume area of the Project.• Reconstruction of Geneva Road (University Parkway to 400 South in Orem) Work will be performed in the first phase of the northernmost Segment prior to any mainline work which would require lane closures. - Completed for public use by April 2011. - Improvements to Geneva Road associated with the Project Work will provide an alternate route while the parallel Segment of I-15 is under construction. Including a temporary access ramp to I-15 at 200 South Lindon available October 2011.• Early completion of the northernmost Segment of the I-15 mainline (MOT Section 4), where the highest traffic volume occurs.• Maintaining access to I-15 during construction of MOT Section 1, which includes a priority route at South Springville where full closures of the ramps were not allowed, partials were allowed, and FSZ will use zero.</div></div>	<div><div></div><div><ul style="list-style-type: none">• Sequencing and timing of the improvements associated with the University Parkway and Sandhill intersection (Section 3 in 17 months) takes into account a number of UVU sensitivities. Including the College Drive temporary access ramp to I-15, completion of the pedestrian tunnel, and other arterial, and adjacent intersection improvements. Committed in the narrative to performing this advance work prior to taking any lanes on mainline I-15.• Maintaining access to I-15 at Provo Center Street during construction. Partial closures allowed; FSZ will use zero of those.• I-15 Mainline from University Parkway to Geneva Road is constructed quickly, following completion of improvements to Geneva Road. Work does not begin until October 6, 2011 and is completed for public use in November 5, 2013 (23 months).</div></div>	<div><div></div><div><ul style="list-style-type: none">• Sequence of Segment completion may result in less than full utilization of the benefits provided by early completion of the northernmost Segment.</div></div>	

MEDIUM - FSZ
SCHEDULE COMPATIBILITY



Evaluation Criteria - Compatibility of the schedule with contractual and proposal elements, such as:

- o Right of way schedule
- o Permits
- o Maximum Payment Curve
- o High Risk Utility relocations
- o Third Party Agreements

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	<ul style="list-style-type: none">• ROW parcels are grouped into sub-locations, applicable construction within Segments tied by successors. FSZ identified 3 parcels to be in conflict, work-around strategies mitigated so "the schedule is fully compatible the UDOT right-of -way acquisition schedule."• ROW issues:• The bridge and surrounding work at Proctor Road is scheduled to begin more than a month ahead of the acquisition of parcel 1879. This is a conflict with the ROW schedule.• The proposed schedule indicates ROW acquisition at Provo Center St., and American Fork Main St. being complete before numerous parcels are actually acquired by UDOT per the latest ROW schedule. These activities do not match the latest ROW schedule published.• Utility sections and headings are too general to evaluate. Some utilities shown as in conflict with Contract requirements, however, included Statement in narrative that "all Third Party agreements have been accounted for . . . FSZ's proposal schedule allows for ample time third-party agreements to be completed without affecting construction activities.• Utility Issues:• Utility timeframes, including High Risk Utilities, were not compatible with all Agreement commitments• Rocky Mountain Power may take as long as 365 days for design and procurement of material for high-voltage facilities. 500 East, 1600 North, and Center Street have scheduled work to be completed prior to the time requested by the utility owner.• Showed relocation of HP gas during Questar's shut down restrictions at Sam White Ln, Proctor, 200 S and Pleasant Grove Int• Did not provide 180 day design time for Questar HP gas at Proctor, 200 S, and Pleasant Grove Int• Contract Requirements:- Execute Contract: 12/16/09- NTP1: 01/14/10, NTP2: 02/15/10- Safety Plan: 03/31/10- Traffic Management Plan: 03/31/10- Project Completion: 12/05/13- Final Acceptance: 13/05/14			<ul style="list-style-type: none">• Provided additional commitments in narrative describing schedule strategy, start dates, and schedule requirements than what was required. Included additional time as needed for Department commitments (Third Party Reviews, Utilities, ROW, etc.)	<ul style="list-style-type: none">• Administrative nonconformance: - NTP2 is shown completed 44 days prior to Safety Plan and Traffic Management Plan, which are required for issuance of NTP2 per Part 1, Section 4.3. The RFP requires these documents be submitted before NTP2.- Date for NTP2 is highly unlikely to be achieved by 02/15/10.- Various construction Work (i.e. relocate utilities) is shown being performed prior to NTP2, Contract does not allow. FSZ stated they would proceed with limited Work from award at own risk.• Geneva Road work involving ROW and Utility relocates is uncertain, could take significantly longer than that which is provided in the schedule. - Known utility conflicts at the structure not included in FSZ's Proposal: Rocky Mountain Power (High Voltage); Questar Gas (High Pressure); Qwest (Fiber).	

LOW - FSZ
PROJECT MANAGEMENT COSTS

Evaluation Criteria - Department project management cost savings as a result of a shorter Project completion schedule

Edit	Facts	Edit	Significant Strengths	Minor Strengths	Minor Weaknesses	Significant Weaknesses
	12.5 months of Department project management cost savings.			Close to one year ahead of 12/2014.		